CONNECTICUT DELEGATES'ROW A CALL FOR A NEW BODY TO DRAW UP A CONSTITUTION.

The Pailure to Secure Approval for Popular Representation Stirs Up a Fuss in the Hartford Meeting - Minority Proposed Immediate Adjournment.

HARTFORD, Conn., Feb. 18.-Delegate Daniel Davenport of Bridgeport threw a into the Constitutional Convention when the session began at 11 o'clock this morning. It resulted in upsetting the composure of the presiding officer, former Chief Justice Andrews, and in the exchange of some sharp personalities.

Mr. Davenport sent to the clerk a resolution declaring that as a large majority of the convention had declared their unalterable stention to resist all attempt to give to the more populous towns increased representation in the lower house of the General Assembly, and as the composition of the convention and of the General Assembly such that no relief from such injustice the larger towns can be expected from either, the conve tion recommend to the Governor that another Constitutional Convention be called, representation thereto eing on the basis of population, and that the present convention immediately adjourn sine die.

The clerk had not progressed far in the reading of the resolution when Judge Andrews, pale with excitement, jumped to de feet and exclaimed: This resolution is not in order. Any-

thing that is an insult to this convention

annot be in order." Judge Andrews ordered the clerk to discontinue his reading. But Delegate Davenport had another copy, and read it to the and amid calls for order and finally a loud clapping of hands by the delegates from the small towns to drown Mr. Davenport's

"And the resolution is now before the convention," said Mr. Davenport, as he

After a brief parley between the Chair and Mr. Davenport, Delegate Thomas M. Waller of Bridgeport asked for the read-ing of the resolution by the clerk, so that the convention could determine if it was in the convention could determine if it was in order. This was agreed to and the clerk read it without interruption. Delegate Donald T. Warner of Salisbury, who has been the leader of the delegates from the small towns, said the resolution was a personal insult to him-self, embodying the statement that the re-sults referred to had been obtained "under

sults referred to had been obtained "under the able and accomplished leadership of the Hon. Donald T. Warner."

Mr. Warner said he had a right to act in the convention as he thought best and to confer with other delegates if he chose. He also made some sarcastic references to Delegate C. H. Clark of Hartford, in his dual relation of delegate to the convention and editor of a newspaper. Delegate Waller of New London and Delegate Loomis of Glastonbury raised the point that the resolution was out of order and the Chair so declared, and a motion was passed that resolution was out of order and the Unit so declared, and a motion was passed that it be not received and that all reference to it be stricken from the proceedings.

There was a passage between Delegate Davenport and Delegate Smith of Plymouth,

Davenport and Delegate Smith of Plymouth, the latter speaking of the resolution as "a deliberate falsehood." In the subsequent proceedings Mr. Smith withdrew his words and apologized. Mr. Clark made a reply to Mr. Warner's attack and said that such information as was published in his paper regarding Mr. Warner's caucuses with other Litchfield county delegates and other delegates from small towns, was obtained from one who was there by a reporter of the paper, who was excluded from the conference.

ference.

After this things quieted down and the convention resolved itself into committee of the whole and discussed various plans for making the Senate a more popular body than at present. Yesterday the committee of the whole voted that the house of delegates be composed of one delegate from each town, and it was this action that stirred Mr. Davenport to introduce the resolution that made such a commotion. that made such a commotion.

TALK OF BANK HOLDING CO. To Take a String of the Smaller Banks Under One Management.

was circulated yesterday that a securities holding company is to be organized under the laws of New Jersey with a capital of between \$50,000,000 and \$100,000,000 which would "practically unite under one management and in a community of interest some of the principal smaller banks of the country." According to the story at least 100 banks would be embraced in the plan, which if carried into effect would "mean that the branch bank system that is so successfully operated in Canada and Great Britain will, in effect, be in operation in this country, only in another way-that is, through the medium of the securi ties company plan.

In some quarters it was supposed that the story grew out of a scheme suggested some time ago for a combination of certain banks. The National Park Bank of this city, two banks in St. Paul and a bank in Chicago were mentioned in connection with it, and a St. Paul man, it was said was to be President.

B. R. T. STOCK DROPS. Traders Unfavorably Impressed by the Proposed Hond Issue.

Brooklyn Rapid Transit stock sold vester day at its lowest price since Jan. 1-61%. Six thousand shares were thrown upon the market at the opening selling simultaneously in different parts of the crowd at prices ranging from 63 to 61½. The closing on total sales of 54,700 shares was at 61½, 3 points under Tuesday's close. The traders were disposed to take a hearish riew of the company's proposed \$150,000,000

bond issue.

Anthony N. Brady, one of the capitalists heavily interested in the B. R. T. Company; C. K. G. Billings, chairman of the board of the Peoples Gas Company of Chicago, and George O. Knapp, president of the same company, with several other Wall Street men, left on Wednesday night for Florida.

Millers' National Federation.

CHICAGO, Feb. 13.-Preliminary steps toward the formation of an organization to be known as the Millers' National Federsion of millers at the Great Northern Hotel.
The constitution proposing this name was adopted by vote of the thirty-five delegates and an adjournment was then taken. Power was given to a committee to confer with the Millers' National Association and the Winter Whoat Millers'

It was stated vesterday that the financial plan of the Metropolitan Street Railway interests will be formally announced to-day after a meeting of the Board of Directors of the Metropolitan company called for this afternoon.

Hooth-Tucker Recomes a Citizen. Commander Booth-Tucker of the Salvation Army obtained his final naturalization papers from Justice Beach yesterday in the Supreme Court.

Wall Street Notes.

The Lackawanna Iron and Steel Company is to increase its capitalization from \$25,000,000 to \$40,000,000, and will engage in the manuto \$40,000,000, and will emgage in the manufacture of structural steel and other finished products at its new Buffalo works.

First National Bank stock was bid for in the Broad Street curb market yesterday at \$75 for 100 shares and \$50 for smaller lots, against a last previous quotation of \$25. The asked price was 900.

According to unconfirmed Wall Street reports yesterday E. H. Harriman will be elected President of the Wells-Fargo Express Company at the next annual meeting, succeeding the late John J. Valentine.

HOLD UP FLOUR TRUST SALE. ACCUSING DIETZ AND FRAWLEY First Mortgage Bondholders Allege Plo to Pay Debts at Their Expense.

Vice-Chancellor Stevenson granted a preliminary injunction at Newark yesterday restraining the sale of fourteen proper-ties controlled by the United States Flour Milling Company. The sale was adver-tised to take place in Jersey City to-day under forclosure of a mortgage for \$15,-000,000 held by the Central Trust Company of this city and given to secure an issue of 6 per cent. bonds to that amount. The enjoining order was secured by Former Attorney General Griggs, associated with James B. Dill of East Orange, and Mr. Harding of this city acting as solicitors for Caroline T. Looke of Orange and four other first mortgage bondholders, Mrs. Anna W. Hecker and Henry Winslow White of this city, C. S. Wilson of Duluth and John L. Dodge of Great Berrington, Mass.

The order is returnable in Jersey City on Monday next. It was applied for in connection with a bill of complaint charging conspiracy and fraud. The compainants assert that a conspiracy was entered into to secure the payment of the companys floating indebtedness by the execution of the mortgage in question and at the expense of the first mortgage bondholders. These charges are directed at the Central Trust Company, the Produce Exchange Trust Company, Gen. Samuel Thomas, Edwin Gould, J. Edward Simmons, Brayton Ives, Warner Van Norden, William Lanman Bull and George William Ballou. of 6 per cent. bonds to that amount. The

William Bailou.

The answering affidavite will be put in on Monday by Lindabury, Depue and Falks, making a general denial and fighting the application to make the stay a permanent injunction. Mr. Depue said yesterday that there was no foundation for the charges and that they would be denied as a whole and in detail.

WOODEN BOX TRUST.

Eleven Concerns in Baltimore to Unite and Reduce Expenses.

BALTIMORE, Feb. 18.-A Wooden Box Trust is about to be formed in Baltimore to take over the business of the eleven firms and corporations engaged in the manufacture of wooden boxes in this city. The concerns interested in the deal are Asendorf and Dreyer, the Tyler Box Company, Thiemeyer and Company, the Rittler Box Company, Helse and Company, Fortenhaugh and Company, the Duker Box Company, Becker Brothers, Raddecke and Lewis, Schultz and Com-pany, Smith and Company, Options upon the plants and good will of these concerns have been obtained by James W. Chapman, Jr. The business for 1901 of these combined

The business for 1901 of these combined firms engaged in wooden box manufacturing amounted to \$1,500,000, and they used 75,000,000 feet of lumber. The business was smaller than usual last year, owing to the failure of the peach and tomato crops, occasioning a much smaller demand for boxes from the packers. The Baltimore box manufacturers have little outside competition, owing to the cheapness of lumber in this market. Under present conditions each factory has to manufacture all sizes of boxes, necessitating constant changes in the adjustment of machinery. Under a central control the work can be so distributed that each plant will have its specialty, and labor, hauling and freight can be reduced.

GATES IN TEXAS OIL.

Plan to Establish a Fleet of Oil-Burning Vessels on the Lakes.

AUSTIN, Tex., Feb. 13 .- F. S. Harper, who has extensive oil interests in the Beaumont field, was here to-day and made the announcement that John W. Gates, the wire and steel magnate, is at the head of a company now being organized which will secure control of a large block of the proved oil lands at Beaumont. This corporation, Mr. Harper says, will have a capital stock of not less than \$10,000,000. One of the plans of the company is to build large oil storage tanks at Chicago, Cleveland, Detroit and other places on the Great Lakes and to establish a fleet of oil vessels to supply the demands of the manufacturing rounts. demands of the manufacturing point

CONNECTICUT TROLLEY DEAL. Almost a Through Line From Southern Connecticut to Hartford.

It was understood in Wall Street yester day that at a meeting held at 31 Nassau street a trolley deal had been consummated by which the Meriden, Southington and Compounce Tramway Company had passed into the hands of the Connecticut Railway and Lighting Company controlled by the United Gas Improvement Company of Philadelphia. The Meriden, Southington and Compounce road runs from Meriden to Lake Compounce. Its acquirement gives to the Connecticut Railway and Lighting Company, with the exception of the New Haven road, almost a through line from outhern Connecticut to Hartford.

To Build Jersey Half of the Tunnel. TRENTON, N. J., Feb. 18 .- The Pennsylvania, New Jersey and New York Railroad Company, which is to construct a part of the Pennsylvania tunnel under the Hudson River, was incorporated here to-day with an authorized capital stock of \$100,000. The incorporators are A. J. Cassatt, John P. Green, Samuel Rea, Edward F. C. Young, F. Wolcott Jackson, F. L. Shepard and William Bettle of Oaklyn, N. J. The charter states that the specific object for which the new company is formed is to construct and operate a railroad about seven miles in length, beginning at a point of connection with the tracks of the United New Jersey Railroad and Canal Company in the township of Kearney. From this point the charter says the railroad is to run "to and under the bed of the waters of the Hudson Elver to a convenient point in or opposite the township of Weehswken on the boundary line between the States of New Jersey and New York, thereat connecting with the railroad of any company now or hereafter organized in the State of New York." f \$100,000. The incorporators are A. J.

of New York The capital stock of the company can be acreased at will by the stockholders upon

payment of the usual fees. Hawley Retires From Southern Pacific. Edwin Hawley has resigned as assistant general traffic manager of the Southern Pacific Railroad after nineteen years in the service of that company and the office will be discontinued. Mr. Hawley has had complete charge of the eastern end of the Southern Pacific's traffic for several years. He was one of Collis P. Huntingyears. He was one of Collis P. Hunting-ton's lieutenants and one year before Mr. Huntington died he made Mr. Hawley a director and a member of the Executive Committee of the Southern Pacific system. Mr. Hawley still holds his seat in the board. He is the President of the Minneapolis and St. Louis and the Iowa Central rail-roads and is one of the largest stockholders in each of those roads. His relations with the Harriman syndicate are friendly.

he Harriman syndicate are friendly

Board of Trade to Fight Krum Bill. The Board of Trade and Transportation decided yesterday to oppose the passage of Senator Krum's corporation tax bill. Instead of taxing dividends the purpose of the measure is to tax the authorized capital stock of a company whether or of the stock has been issued or dividends

have been paid.

The bill introduced into Congress giving power to the Interstate Commerce Commission to fix railroad rates and to impose penalties for offences was also condemned.

A report of the Canal Committee urging immediate improvement not only of the Erie Canal, but of the Champlain and Oswego canais was unanimously adopted.

No Better Authority Is to Be Found on Fashion and the latest "Matters of Interest to Women" than THE SUN and EVENING SUN,—Adv.

KLECTION CASES DON'T PROSPER BEFORE MAGISTRATE.

The Prosecutor Suggests That He Will Take Them to the Grand Jury Direct -Testimony of Three Repeaters.

Alderman John J. Dietz and Tammany Leader James J. Frawley of the Thirtysecond Assembly district appeared for examination yesterday in the Essex Market police court on the charges of aiding and abetting illegal voting. Lawyers Henry C. Henderson, J. Rider Cady and Henry J Goldsmith appeared for them, and Deputy Attorney-General Fuchs represented Supt McCullagh. The court room was jammed to the doors with Harlem politicians.

Frawley's case was called first. James Brasier, who turned State's evidence, testified that on election day he went to he Miami Club, the Tammany district headquarters in Lexington avenue, where he met "Schemer" Rvan. Some time later Ryan received from Frawley an envelope, and then asked Brasier and four other men to accompany him around the district. When they got outside Ryan opened the envelope and handed the witess out of it a card on which was written: William Sullivan, 1929 Second avenue. The witness voted on that name. On the same evening he went to the Miami Club, where Frawley handed him \$40. He refused to take it, saying that more had been promised. Frawley then borrowed \$20 from Alderman Dietz and handed him the \$60, which was to be divided among four men. Brasier still demurred, and Frawley promised to pay him \$20 more the next day.

Max Glaser and William J. Williams also repeaters, corroborated Brazier. Mag-istrate Brann intimated that the prosecution had failed to connect Frawley with any rime as none of the witnes orime as none of the witnesses swore to any conversation with Frawley on which he had asked them to vote illegally. "Ryan is the man you want," said the Magistrate. "We have tried to find him," replied Mr. Fuchs, "but he keeps out of the way. If your Honor feels this way, however, it is useless to go on."

useless to go on."

I will hear all the evidence, replied the Magistrate. He adjourned the case the Magistrate. He adjourned the case until Tuesday.

When Alderman Dietz was arraigned Mr. Fuchs asked for a postponement.

"It is not fair," protested Lawyer Cady.

"This man is a public official and ought to have an immediate hearing. We are ready."

"I have just been informed that a number only witnesses have left the room." said

of my witnesses have left the room," said Mr. Fuchs, "because they thought both cases were adjourned."

"I think we will go on," declared the Magistrate.

"Well, if that is the case," said the Deputy
Attorney-General, "I would as soon your
Honor would discharge the prisoner right
away and I will take the matter before the

Grand Jury."
"I will adjourn the hearing until to-mor-row morning then," said the Magistrate,
"but be sure and have your witnesses here."

Erie and Central Railroad to Be Sold to the Highest Bidder.

BINGHAMTON, N. Y., Feb. 18.-An order has been issued by the United States Court fixing March 29 as the time for the sale of the Erie and Central Railroad Company, whose rolling stock and roadbed will be whose foling stock and roaded will be sold to satisfy a mortgage foreclosure brought by John P. Bland as trustee, successor of the Hamilton Trust Company of Brooklyn. No bid will be accepted of less than \$50,000, and all bidders must first deposit a certified check of \$1,000 as a guarantee of good faith. The road extends through the counties of Onondaga, Chenango, Cortland and Broome, and the sale will take place at the company's depot in Cortland.

Stock Exchange Seat \$8,000 Cheaper. It was reported yesterday that negotiations were going on for a sale of a New York Stock Exchange seat at \$70,000. This represents a drop of \$8,000 from the price at which the last two previous sales were reported and a drop of \$10,000 from the high record price of \$80,000.

MARINE INTELLIGENCE.

MINIATURE ALMANAC TRIS DAY. Sun rises.... 6:57 | Sun sets...5:33 | Moon sets... HIGH WATER-THIS DAY. Sandy Hook 11:31 | Gov. I'd . . 12:08 | Hell Gate . .

Arrived-THURSDAY, FEB. 18. U. S. cruiser Olympia, Boston, Feb. 12.
Ss Germanic, Liverpool, Feb. 5.
Ss Island, Copenhagen, Jan. 29.
Ss Nicolai II., Copenhagen, Jan. 28.
Ss Nicolai II., Copenhagen, Jan. 28.
Ss Nubia, Stetiin, Jan. 21.
Ss Ct., Antwerp, Feb. 1.
Ss Carisbrook, Demerara, Jan. 31.
Ss Ethelwold, Jamaica, Feb. 6.
Ss Cherokee, Agua, Feb. 1.
Ss Apache, Jacksonville, Feb. 10. Ss Cherokee, Azua, Feb. 1.
Ss Apache, Jacksonville, Feb. 10.
Ss City of Macon, Boston, Feb. 12.
Ss Nacouchee, Savannan, Feb. 10.
Ss Nacouchee, Savannan, Feb. 10.
Ss Jefferson, Norfolk, Feb. 12.
Ss Buena Ventura, Newport News, Feb. 11.
Ss James S. Whitney, Boston, Feb. 11.

ARRIVED OUT. Ss St. Louis, from New York, at Southampton. Ss Amsterdam, from New York, for Rotterdam off Lizard. Ss Pretoria, from New York, at Plymouth.

SAILED FROM FORRIGN PORTS. Ss Teutonic, from Queenstown, for New York Ss Rotterdam, from Rotterdam, for New York

OUTGOING STEAMSHIPS.

	OCTORISM IN		
1	Sail T	o-day.	
1		Matte Close.	Vestel Soils.
I	Caribbee, Grenada	12 80 P M	3 00 P M
1	Capri, Brazil		5 00 P M
t	Clenfuegos, Guantanamo.	12 00 M	3 00 P M
ï	Silvia, Newfoundland	10 00 A M	12 00 M
ł	Apache, Charleston	A TOURS OF THE	3 00 P M
ı	Colorado, Brunswick	12442444	3 00 P M
t	Jefferson, Norfolk	alarka com	8 00 P M
î.	El Dia, New Orleans	To Continue A	3 00 P M
ł	Sail To-		
l	Lucania, Liverpool	7 30 A M	11 00 A M
1	La Gascogne, Havre	7 00 A M	10 00 A M
ì	Minneapolts, London	810000000000	11 00 A M
1	Hohenzollern, Naples	7 30 A M	10 00 A M
ı	Mausdam, Rotterdam	7 80 A M	10 00 A M
1	Furnessia, Glasgow	9 30 A M	12 00 M
ı	Patricia, Hamburg	*********	11 30 A M
ı	Georgian, Liverpool	Y54535399	77.77.77.11
Ŧ	Martello, Hull	MINISTRAL PROPERTY.	Acristra.
ł	British Princess, Antwerp	K R CONTROLOGY	21211111
i	Seguranca, Nassau	7 00 A M	10 00 A M
ŧ	Morro Castle, Havana	10 00 A M	100 P M
١	Pretoria, Bermuda	8 00 A M	10 00 A M
ŧ	Ponce Porto Rico	9 00 A M	12 00 M
ŧ	Maracalbo, Curaços	9 00 A M	12 00 M
ł	Alene, Jamaica	9 30 A M	12 00 M
1	Maracas, Grenada	10 00 A M	12 00 M
ı	Ulier, St. Kitts	9 00 A M	12 00 M
1	Comus, New Orleans	SCHOOLS AND	3 00 P M
ŀ	Nucces, Galveston	9-839-8303-009	3 00 P M

Jamestown, Norfolk. all Monday, Feb. 17. Hamilton, Norfolk ... INCOMING STEAMSHIPS.

Algiers ... Gibraltar. Port au Prince. New Orleans... speranza. Saratoga La Toursine ...

Kaiserin Maria Theresia. .Alglers ... FINANCIAL.

TO THE HOLDERS OF THE

Second Mortgage Gold Income **Bond Certificates**

St. Louis Southwestern Railway Company

Secured by Mortgage of February 12, 1891, to The Mercantile Trust Company, as Trustee.

The St. Louis Southwestern Railway Company (1.) To finance the purchase for the system of certain branch lines and securities of other companies already acquired or in process of acquisi

tion.
(2.) To provide for existing equipment obliga-tions and for expenditures already authorized for further equipment.
(8.) To make additional improvements and re

newals of roadbed and property which are re-quired to provide for increasing traffic. (4.) To provide definite resources for such further onstruction, acquisitions and equipment of line as may be found necessary in the protection of extension of tributary territory and the business of the system.

The requirements for the present purposes above on of tributary territory and the business

indicated (subdivisions 1, 2 and 8) are estimated to be in the neighborhood of \$6,000,000, and it is considered that an available resource of at least \$10,000,000 additional should be constituted for the future purposes specified in subdivision 4. The Company's First Mortgage Certificates (\$20,000,000) and its Second Mortgage Income Certificates (\$10,000,000) are not subject to increase by the Indentures securing them.

Under the present limitation of the Company's resources for capital expenditures the purchas of needed additional equipment involves a neces sary increase in the amount which is chargeable against income in determining net earnings ap-plicable to payment of interest on the Second Mortgage Income Certificates, and construction and acquisition of new lines and property (except in the event of the merger of liens hereinafter proposed) must be financed largely upon the basis of the independent security thus produced or ac-

Under these conditions and to the end that the Company may raise the money required for the above specified purposes, upon terms the most favorable to the Company and its security holders, it is deemed proper and in the best interest of the holders of its Second Mortgage Income Certifi cates to offer to said holders an opportunity to co operate so as to enable a merger or a substantial unification of their security with that now and hereafter independently available to the Company in carrying out the foregoing purposes.

In determining the nature of the new security and the extent and character of the lien protect ing the same, the action of the Directors and Stock-holders must be guided by the extent of co-opera-tion on the part of the holders of the Second Mortgage Income Certificates.

The railway company accordingly requests the holders of its Second Mortgage Income Bond Certificates to deposit their Certificates with The Mercantile Trust Company, No. 120 Broadway, New York City. The Trust Commany will receive such deposits up to and including March 10th, 1902, upon the condi-tion that all deposited Certificates may, upon direction of the Railway Company and upon advertised notice, be returned to the holders of Deposit Receipts upon surrender thereof without charge at any time before May 31st, 1902, and that if such Certificates are not then or theretofore so returned the holders of deilar notice and upon surrender of their de-posit receipts, to receive new securities or rights, or both, when and upon the conditions offered by the railway company to all depos itors aitke, or at their option, to sell their certicates for cash at eighty per cent. of their par value with accrued interest. The acceptance of any Certificates and the terms upon which they will be received (if at all) after March 10th, 1902, will rest exclusively in the dis-cretion of the railway company.

Depositors will receive from The Mercantile Trust Company negotiable Deposit Receipts which shall state that they are issued upon the terms and conditions of this notice. Application will be made for the listing of the Deposit Receipts on the New York Stock Exchange. Dated New York, February 6, 1903.

ST. LOUIS SOUTHWESTERN RAILWAY CO., By EDWIN GOULD, President.

with the request of the holders of a large amount of the Second Mortgage Income Certificates which have already been deposited, the undersigned will receive deposits of such Certificates up to and including MARCH 10TH, 1902, on the terms and conditions of the foregoing notice of the St. Louis Southwestern Railway Company and will issue temporary receipts (exchangeable for en-graved receipts when completed against such deposits as in said notice indicated. New York, February 6, 1802.

THE MERCANTILE TRUST COMPANY, By LOUIS FITZGERALD, President.

National Salt Co. Pref. Stock

Non-assenting stockholders are requested to communicate with the understaned for the purpose of taking steps to protect their interests.

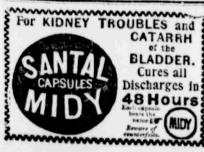
POMROY BROS..

39 Broad St., New York. NO FRAUD, SAYS JUDGE GRAY.

Decision on Lease of New Jersey Lines of the Consolidated to the North Jersey. TRENTON, N. J., Feb. 18.-Judge Gray in an opinion filed in the United States Circuit Court to-day, dismissed the proceedings by which it was sought to set aside the lease of the New Jersey lines of the Consolidated Traction Company to the North Jersey Street Railway Company. The suit was brought by J. Overton Dickinson and Samuel D. Thomas as executors of the estate of Samuel T. Dickinson, the plaintiffs charging fraud in effecting the consolidation of the two companies. Judge Gray finds that the fraud charged did not exist, and that no wrongful combination had been made by the directors of the two companies.

Manufacturing perfumers from all parts of the country held the first sessions of the annual meeting of their association at the rooms of the Downtown Association yesterday. Fresident James E. Davis of Detroit presided. The Committee on Legislation reported that it had done all in its power to block the proposed reciprocity treaty with France since it contains a provision reducing the duty on manufactured perfumes 10 per cent

Minute Kurtz tiets a Habeas Corpus. Minnie Kurtz, District Attorney Jerome's latest link with John Doe, got a writ of habeas corpus yesterday alleging that she is held in the Tombs under excessive hail on an indefinite charge of having tried to get witnesses against Police Captain Diamond to leave the jurisdiction. The writ requires that she be produced before Justice Beach in the Supreme Court this morning.



FINANCIAL

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JOSEPH WALKER & SONS, 15 Broad Street, N. Y. City.

PITTSBURG, SHAWMUT AND NORTHERN Holders of bonds and certificates of deposit of bonds with the Central Trust Co. who desire o protect their interests will communicate at COCHRAN, DURYEA & CO.

LITERARY-The services of a lady or gentle man with a taste for books required in an estab-lished publishing house to assist in editing and compiling a popular series: \$10,000 will be required

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JACOB BERRY & CO MEMBERS Cons

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STOCKS, BONDS, GRAIN, COTTON.

DIVIDENDS AND INTEREST. The Colorado & Southern Railway Co. New York, February 13, 1992.

At a meeting of the Board of Directors, held this lay, there was declared from the surplus earnings or the six months ended December 31, 1801, a lividend of ONE AND ONE-HALF Fire CENT. on he first preferred stock of this Company, payable pril 1, 1902, to the holders of record of the first preferred stock at the closing of the transfer books in March 10, 1802. The transfer books for the irst preferred stock of this Company will be closed at three P. M. on March 10, 1802, and will be respended at ten A. M. on April 2, 1902.

The Colorado & Southern Railway Co.

By HARRY BRONNER, Secretary & Treasurer.

28 Broad Street, New York, February 18, 1902.
The transfer books of the Voting Trustees for the first preferred stock of the Colorado and South ern Railway Company will be closed at three P. M. on March 10, 1902, and will reopen at ten A. M. on April 2, 1962. On April 1, 1962, the Voting Trustees will be prepared to distribute the above dividend of ONE AND ONE HALF PER CENT. when received by them, at the office of Messrs. Hallgarten & Co., among the parties entitled thereto as same appear of record on the books when closed as above.

HALLGARTEN & CO.

HALLGARTEN & CO.,

OFFICE OF
THE BALTIMORE & OHIO RAILROAD CO.

New York, February 8, 1802.

The Board of Directors this day declared from the net carnings of the Company for the Six months ended December 81, 1801, a dividend of TWO (2)

PER CENT. on the Preferred Stock of the Company, to be paid March 8, 1802, to the stockholders of record at the closing of the transfer books on February 15, 1802.

The Board also declared from the Pebruary 15, 1992
The Board also declared from the surplus earnings of the Company a dividend of TWO (2) PER CENT, on the Common Stock of the Company payable on March 8, 1992, to the stockholders of record at the closing of the transfer books of the Company will be closed at 12 o'clock noon on February 15, 1992.

For the purpose of such dividends the transfer books of the Company will be closed at 12 o'clock noon on February 16, 1992, and will be reopened at 10 o'clock A. M. on March 8, 1992.

THE BALTIMORE & OHIO RAILROAD CO.

By C. W. WOOLFORD, Secretary.

St. Lawrence & Adirondack R'way Co.
Office 31 East 44th St. N. Y. Peb. 13, 1902.
A dividend of TWO AND ONE HALF PER CENT.
on the capital stock of this Company has been declared by the Directors, payable March 1, 1902.
Stockholders of record, at close of business February 18, 1902.
The stock transfer books of the Company will be closed from three o'clock P. M. on February 18, 1902.
Until 10 o'clock A. M., March 5, 1902.
FRANK G. SMITH, Secretary & Treasurer.

ELECTIONS AND MEETINGS.

Brooklyn Rapid Transit Company.

NOTICE.

A special meeting of the stockholders of Brooklyn Rapid Transit Company will be held at the office of the Company. 168 Montague Street, Borough of Brooklyn, City of New York, on the 20th day of March, 1892, at 12 o'clock noon, for the purpose of determining whether a morrgage of not exceeding \$150,000,000, by Brooklyn Rapid Transit Company of its property and franchises, now or hereafter acquired, to secure the payment of its obligations contracted, or to be contracted, for money borrowed for the transaction of its business, or for the exercise of its corporate rights, privileges, or franchises, or for any other lawful purpose of its incorporation, and upon such terms and conditions as the board of Directors may determine, shall be consented to by the stockholders of the Company at such meeting; and for determining whether, if such consent be granted the directors shall have authority. The sum of the consent shall have authority, and for determining whether, if such consent be granted the directors shall have authority. The sum of the day of the company at such meeting; and for determining whether the obligation, secured by such mortgage, the right to convert the principal thereof, after two and not more than twelve years from the date of the mortgage, into stock of the corporation and fur determining whether the following amendments to the by-laws of the corporation shall be adopted.

Amend Article 1. Section 1, to read as follows:

Art. 1. Section 1. The annual meeting of stockholders for the election to serve at the next succeeding annual meeting, shall be held at noon on the last Friday of January in each year at the office of the Company in the Borough of Brooklyn.

The directors shall be classified in respect of the directors of the third class of hive directors. At the annual meeting, shall be held at noon on the last firday of January in each year at the office of the company in the Borough of Brooklyn.

The directors of the first class shall be elected for a te the unexpired portion of the term of the director whose place small be vacant and until the election of his successor

BROOKLAN RAPID TRANSIT COMPANY,
BY C. D. MENLELY, Secretary,
168 Montague Street, Brooklyn, N. Y.,
February 12, 1902.

COPARTNERSHIP NOTICES

The firm of ALLEN, WOOD & McGRAW will The firm of Alaston consent on Monday, dissolved by mutual consent on Monday, seventeenth, at 10 o'clock A. M. HOBERT H. ALLEN, WOOD. 20 Broad St., New York.

ROBERT H. ALLEN and STANLEY D. McGRAW will, on Monday, February seventeenth, at 10 o'clock A. M. form a copartnership under the firm name of ALLEN, McGRAW & CO., for the transaction of a general commission business in stocks and bonds.

ROBERT H. ALLEN, STANLEY D. McGRAW.

20 Broad St., New York.

SAMUEL G. WOOD begs to announce that he will, on and after Monday, February seventeenth, transact a general commission business in unlisted stocks and bonds.

Telephone 1672 Cort.

20 Broad St., New York.

FINANCIAL AND COMMERCIAL.

THURSDAY, Feb. 18. The dealings in stocks to-day were somewhat larger than on Tuesday, but the course of prices was erratic. At the opening interest centred largely in Brooklyn Rapid Transit because of the announcement after the close of business on Tuesday that the company had decided to unify its outstanding obligations and provide capital for improving and extending its system by authorizing an issue of \$150,-900,000 of 4 per cent. bonds. The initial sales were wide apart at 611/4683, the lower figure being a decline of more than 3 points from the final price of Tuesday. Subsequent transactions were in the neighborhood of 62, the extreme range being about 1/2 a point on both sides of that figure, and the final price, which was fractionally below it, showed a net decline of 3 points. The magnitude of the proposed issue rather than the immediate plans of the company or the provisions that it is making for the remote future was effective in unsettling the market for the stock. It is obvious that, if improvements and extensions are to be paid for out of new capital, and the net earnings set apart for the benefit of the stockholders, the value of the stock will ultimately be enhanced by the trans-

The remainder of the list ignored the

break in Brooklyn Rapid Transit, partly, as it turned out, because of pending developments affecting other properties and also because the London market for American securities was strong and higher. Foreign arbitrage houses bought about 20,000 shares on balance. Support was also discernible in a number of stocks in which important pools exist. The Reading stocks, Southern Railway issues, Southern Pacific, Baltimore and Ohio and Missouri Pacific were exceptionally strong. There was also a fairly active demand for many of the usually active issues. A conspicuous feature of the market was the activity at advancing prices in practically all of the low-priced stocks belonging to the so-called Southwestern group. The leaders in this movement were Colorado and Southern common and second preferred, which in spite of the afternoon reaction closed at the highest prices, which showed net gains of 11/2 and 2% per cent respective'y. Missouri, Kansas and Texas issues received more attention than they have for a long time past, and Texas and Pacific was in active demand. At a reaction of more than a point from the best price it closed 1% per cent. higher than on Tuesday. The movement included St. Louis Southwestern issues, but the preferred, which was the more active, did not retain its improvement, while the common enjoyed a net gain of a point.

A portion of the speculative community apparently based its purchases of Colorado and Southern stock upon expectations that the first preferred would be placed upon a 4 per cent. basis when the dividend upon it was declared this afternoon. The announcement, therefore, that the usual semi-annual dividend of 11/2 per cent. had been declared was regarded in some quarters as disappointing. This circumstance, however, had no effect upon the market for the common and second preferred stocks, though it resulted in a fractional reaction in the first preferred. The real basis for the market movement in these stocks is the fact that negotiations are pending for the transfer of the control of the Colorade and Southern Company to some of the larger systems that can use its lines to advantage. Current reports are that the Union Pacific Company desires the northern portion of the Colorado and Southern system, and that the Atchison has use for its southern lines. The prevailing impression has been that the Missouri Pacific Company, owing to its control of the Denver and Rio Grande, and through it of the Denver and Southwestern, would eventually obtain an interest in the Colorado and Southern property. So far as can be learned, there are no indications of hostility to that company in negotiations that are now in progress.

The Colorado and proper comprises nearly 1,150 miles, and it also controls, through ownership of the common stock, the 455 miles of road of the Fort Worth and Denver City company between Texaline and Fort Worth, Tex. This road, according to all accounts, is in excellent physical condition, as the management for several years past has been devoting the net earnings to the improvement of the property. Notwithstanding these expenditures, which last year are said to have aggregated a large amount, the company shows net earnings equal to about 21, per cent upon the \$2,-500,000 of stamped or preferred stock which was issued for the purpose of funding the coupons on the first mortgage bonds of the company during the period that the nterest upon those bonds was scaled below the rate called for by the mortgage. The mprovement in other Southwestern stocks is based upon expectations that as soon as the case of the Northern Securities Company, now before the Supreme Court, is decided in its favor, the capitalists controlling the so-called Gould roads will bring out a plan for vesting the control of them in a similar organization. The strength of the market for Southern

Railway issues is explained by the pre-vailing conviction that the preferred stock will be placed upon a 5 per cent. basis when the pext semi-annual dividend is declared upon it the latter part of this month. Those stocks and Baltimore and Ohio were the aly active issues that retained a part of their early improvement. During the last half of the day there was effective selling of Manhattan Railway, that caused a break of nearly 3 points from the highest price. At a recovery of more than a point it closed 1% per cent. lower than on Tuesday. On comparatively light transactions Metropolitan Street Railway moved in unison with Manhattan, but recovered to within 1/4 of Tuesday's final figures. Other features in the railway list were Wahash issues and Iowa Central. The last named was exceptionally strong, at a net advance of 11/2 point. A similar net gain was recorded for Fort Worth and Denver City stamped stock, on the purchase of only 200 shares. In the industrial group United States

Steel stocks were favorably affected in the early dealings by the higher market for them in London. There was a revival | Sales. of activity in Amalgamated Copper, particularly in the last half of the day, when the market for it developed pronounced weakness. It sustained a net loss of 2% per cent., closing at about the lowest price This movement had some effect upon the speculation as a whole, partly because of the prevailing belief that those who control the company are not in favor of higher prices, not only for that stock, but for other issues as well. If they entertain this view, it is possible that they are influenced by knowledge possessed only by them-selves of a contemplated further reduction in the dividend on Amalgamated Copper. The local gas stocks were very strong, and there was moderate buying of Peoples Gas. The Express stocks were neglected. On sales of 200 shares American Express declined 3 points. United States was

After Reading "The Sun"

fractionally higher on the purchase of 100 shares, and Wells-Fargo on the purchase of 250 shares advanced 21/2 points.

The retrograde movement in prices in the afternoon would seem to be amply explained by the profit taking induced by the early advance and by the disposition of the professional element to play the short side of the market for a turn, Notwithstanding this circumstance, the Street attached a good deal of importance to the recent ruling of the Commissioner of Internal Revenue, that securities or memoranda of securities pledged as collateral or substituted therefor must bear a tax of two cents per \$100 of their par value. It was argued that this ruling would tend to restrict trading generally and particularly in the low-priced stocks. The legality of this ruling will undoubtedly be promptly tested in the courts, but pending a decision present indications are that all of these taxes will be abolished at the end of the present fiscal year of the Government, namely June 30 next. At the moment, however, the ruling gives the advocates of lower prices an opportunity which they were prompt to utilize to-day. The dealings in bonds were the largest

on any day since the beginning of the year, and the market for them was in the main strong throughout. For a number of issues, both investment and speculative. new high records were made. In the outside market the noteworthy transactions were in American Can preferred, at a recovery to 55%; in Dominion Securities, Northern Securities, which was more active than of late, at a fractional advance; Hackensack Meadows, New York Transportation, Standard Oil and Storage Power. The closing was irregular, but in the main heavy.

New Tork Sto	CK EX	nange sales Fe	D. 13
CLOSING PRIC	BS OF C	NITED STATES BOY	TDS.
Bid.	Asked.	B14.	Aske1
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1930 1 0 814	108%	1925 1 3 9 14	139
U S 28. c.		U S 44, 0.	
1880 1 0 8 14	108%	1925 18914	1301
US 3s.r.1908-		U S 55, r.	
1911 1 0814	109	1904 1 0 6	107
U S &s, c, 1908 -		U S 50, 0.	
1918 1 0816	109	1904 1 0 6	107
U S 48, T.		US 8.664 r.	
1907 1 1 9	1 1 914	1924.00.195	-

1907 1 12 1 1 2 14 RAILROAD AND OTERR BONDS.

119

Total sales of bonds (par value) \$5.918.000. RAILBOAD AND OTHER BRAHES. Sales. High- Low- clas Net est. est. inc Charles Charl 100 Am A C Co 22% 22% 22% -1 200 Am Sycip 13 13 13 500 Am Carco 20% 20% 20% - % 31% + W 700 Am Cot Ol 325 315 100 Am Cot Op 88 88 100 Am Cot Op 88 88 86 200 Am Expr 237 237 237 1400 Am Lee ... 27% 26% 26% 1100 Am Lee o p 93 12% 22% 22% 100 Am Snuff p 89 400 Am Sug pri 19 1185 1184 200 Am Wool. 1514 1512 1514 1500 Agaconda. 3314 3214 33 12000 A T & S F 7824 7725 774 12660 ATASE 78% 77% 77% 2700 ATASED 98% 98% 98% 98% 17800 Ealto & Oh 1 0 51, 1 0 41, 1 0 51, 10 100 Balt & Opf 96% 165, 54700 Bkl'n R T. 63 61% 700 Bkn U Gas222 220 2219 100 Bur CR&N139 139 139 300 Can South. 88% 87% 87%

there is little, if anything, left to be learned on the leading subjects of the day. -- Adv.